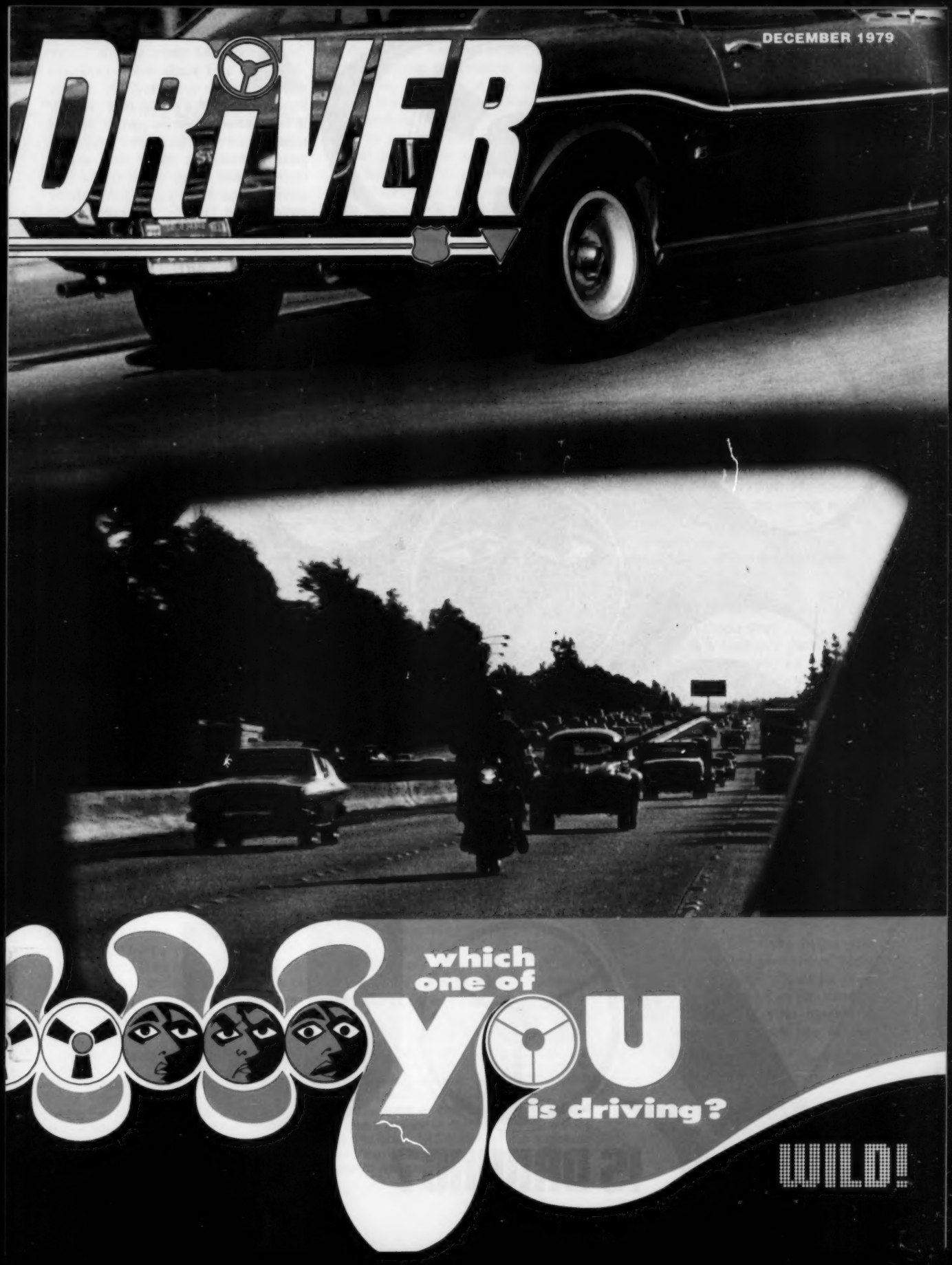
DRiVER
DECEMBER 1979
which one of YOU is driving?
WILD!

About 30 years ago, a doctor in Canada made a remarkable discovery. Dr. Wilder Penfield found that during brain surgery if he touched a certain part of the patient's brain with an electric probe the patient (who was under local anaesthetic) would speak of things he had experienced long ago. The patient remembered not just the event itself but also his feelings at the time. The recalling was far more a "re-living" of the event than it was a simple remembrance. Things he did not consciously remember would be relived at the touch of the surgeon's probe. The patient saw, he heard, he felt, just as he had when the event actually occured. If the probe were applied to the same spot a second time, the recollection would be repeated a second time. A different spot, a different recollection.

Dr. Penfield eventually concluded that part of the brain (the temporal cortex) functions as a hi-fi recorder putting on tape, as it were, every experience from the time of birth. The recording is in sequence and continuous. It is available to the person to replay today in as vivid a form as when it was recorded. And we do indeed replay our tape, although we are not aware that we do so.

Out of this work of Dr. Penfield's and his own observations of his patients in psychotherapy, Eric Berne developed Transactional Analysis (T.A.). Dealings between persons are transactions. "I do something to you and you do something back" is a transaction. T.A. offers a way to examine and understand these transactions by taking into account the tape-recorder function of the brain.

T.A. is simple to understand and to use. It begins with the idea that a person has more than one nature or side. There is nothing new in this notion and, in fact, our common sense tells us it is true. We see it in ourselves and in our friends. As we deal with another person we see abrupt changes in facial expression, vocabulary, gestures, posture. We see the embarrassed one blush, the angry one stiffen, the distressed one weep. But what changes inside the person? He changes from what to what?

Berne decided that three states exist in every person: the Parent, the Adult, and the Child. But in T.A. these words have specific meanings:

The Parent is the huge collection of recordings in the brain of events perceived by the person from birth to about five. The word Parent describes this data because the "tapes" are those provided by the example and instruction of the real mother and father (or the parent substitutes). Every person's tape has a Parent because little people cannot survive without the care of big people. The data in the Parent was taken in straight, without editing. (If the child observes fighting and hostility, he cannot try to find a reason to explain it away.) The child accepts what the parent says, even if he has evidence to the contrary, because he must if he is to preserve his life. He is dependent. The Parent tape contains much survival information: don't play with fire; don't go in the street; put down the knife. It contains how-to information: how to tie your shoes; how to set the table. It also contains moral judgments and edicts: *Never* live next door to people who aren't your color. There will *always* be wars. *Don't* trust policemen (or women or actors or salesmen, etc., etc.; T.A. teaches that prejudice exists on the Parent tape and is thus passed from generation to generation).

Because data in the Parent can be wrong, it should be examined by the Adult. If it is not examined (as in the case of unfounded prejudices) T.A. says the person has a "contaminated Adult."

The Child: While external events are being recorded in the body of data called the Parent, there is another recording being made at the same time. This is the recording of what is going on in the small person – what he saw and heard and felt and understood. He is small, he is dependent, he is clumsy, he has no words. In the process of "civilizing" him, the parents give and withdrawn their approval. He does not understand why and he is frustrated. If all experiences and feelings are recorded as Dr. Penfield says, we can understand the panic, rage or fear we feel in certain situations today as a replaying of the original tape of panic or rage or sense of abandonment we felt as very small children. Aroused feelings are a clue that our Child is involved in the transaction. Of course, there are many good things on the Child tape. In the Child lies creativity, curiosity, the desire to explore, feelings of fun and delight.

The Adult: Until about 10 months of age, the person records only the Parent and the Child. Then he begins to sit up, examine toys, kick and creep. He has found he is able to do something which grows from his own awareness and original thought. This is the beginning of the Adult. Adult data accumulates as a result of the person's ability to find out for himself what is different about life from the *taught* concept of life in his Parent and the *felt* concept of life in his Child. The Adult develops a *thought* concept of life based on data gathering and data processing in his computer (brain). The Adult's basic vocabulary consists of why, what, where, when, who, how. Also probable, possible, I think, I see. These words indicate Adult data processing. The Parent and Child occupy primary circuits, which tend to come on automatically in response to stimuli.

Only the Adult separates the past from the present. The Adult can learn to identify the recordings of the Child, with its fears, and the recordings of the Parent, with its disturbing replay of a past reality. The Adult can differ between life as taught by the Parent, life as it was felt by the Child, and life as it is and can be. If we develop a strong Adult, we can free ourselves from the troublemaking influences of the Parent and the Child.

Transactional Analysis is used in mental institutions to help people with severe problems. It is used in counseling for people who are having trouble coping with their lives. It is used by teachers, ministers, business managers, personnel directors, and ordinary lay people. And, of course, it is used in traffic safety as a way to understand why we drive as we do. You knew that was coming, didn't you?

Driving is a series of decisions. In each decision (according to T.A.) there are three sets of data that must be processed. The first set is the Parent, the second is the Child, and the third is the Adult. Remember that Parent and Child data are dated and that Adult data represent external reality as it exists in the present, together with a vast amount of data accumulated in the past, independent of the Parent and Child. Data from all three sources pour into the computer (brain) in response to a transactional stimulus. Which is going to respond? Parent, Adult, or Child.

On the following pages you will find pictures of ordinary traffic situations. You are the driver involved in the transactions. Which one of your natures is going to respond? Which one of you is driving?

continued

Editor's Note: If T.A. is new to you and you find it interesting, look for "I'm OK–You're OK" by Dr. Thomas A. Harris at the library. This article is based on that book. It is easy, entertaining reading and will certainly give you some new ways to look at your relationships with others, as well as at your driving. Dr. Harris was a pioneer in the field of T.A. and his book has been a long-time best seller. You will also find books by Eric Berne, who originated Transactional Analysis. The best known is "Games People Play." The games of course are not tennis and baseball but the ways people attempt to manipulate others.

DRIVER

THE
TRAFFIC SAFETY MAGAZINE
FOR THE MILITARY DRIVER

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DEC

VOLUME 13 — Number 7

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THE EDITOR SPEAKS
DOUBLE CLUTCH

FIGURES WE CAN UNDERSTAND

Once in a while DRIVER mentions the "societal costs" of accidents. The term covers things like time lost from work, hospital costs, damaged property, disability retirements, and money to support dependent survivors. It all amounts to millions of dollars and doesn't seem like real money to most of us.

The National Safety Council has come up with a new way for us to think about accident costs and how they drain the economy. For instance:

- If no traffic accidents occurred and the cost savings were shared, every driver would receive a 27¢ rebate on each gallon of gasoline he bought.
- If all work accidents could be eliminated, every working person would get a $4 weekly raise.
- If all public, nonmotor-vehicle accidents were prevented, we could give every graduating high school and college student $1200.
- If there were no home accidents during the next year, every family would receive $90.
- If the costs from all accidents were distributed evenly, every taxpayer could get about $750.

Makes it all seem a lot more real, doesn't it?

which one of you is driving?

continued

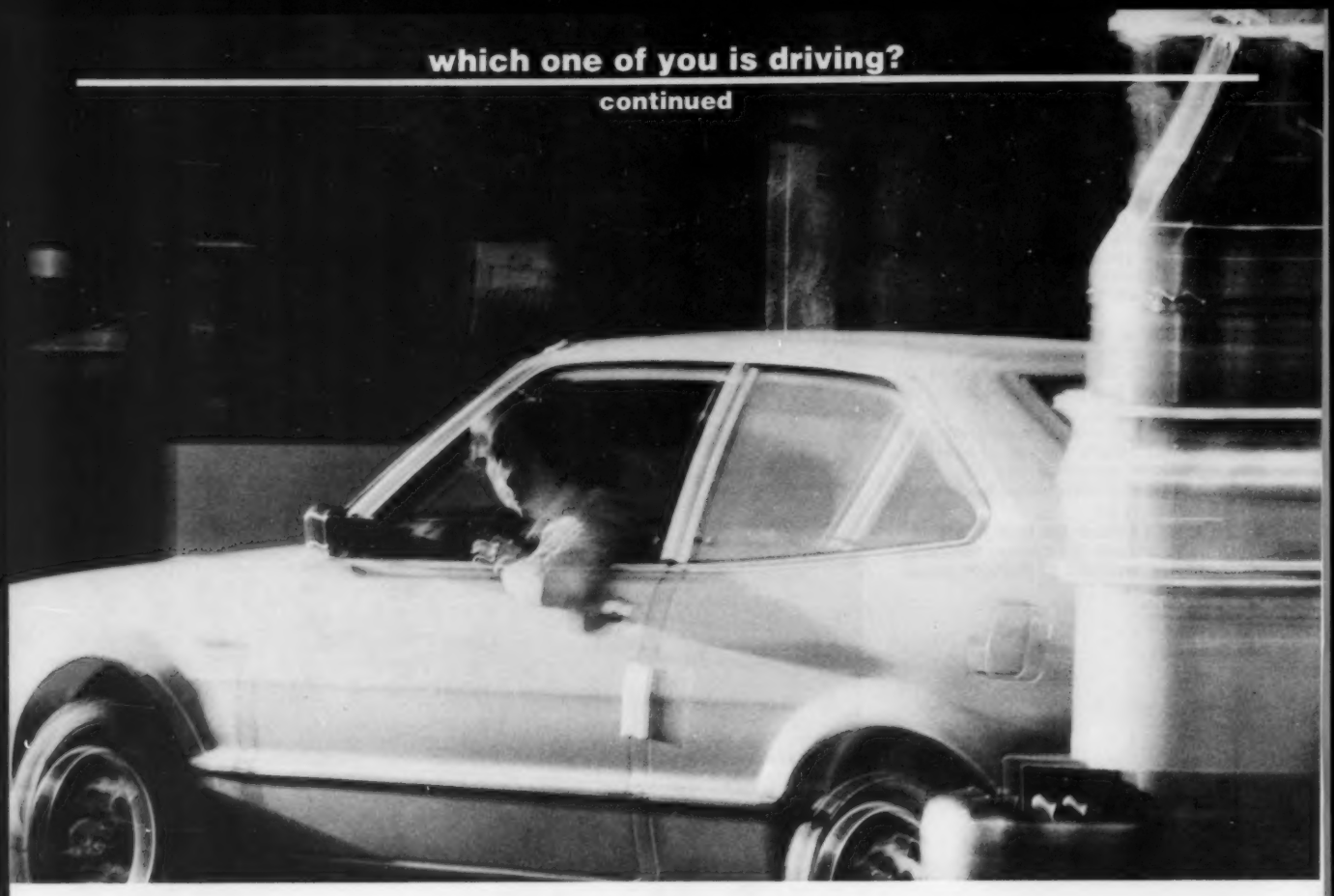
EXAMPLE A
You are traveling on the freeway at the legal speed in heavy afternoon traffic, concentrating on maintaining proper following distance. You check your mirrors and note a motorcyclist behind you. A short while later the cyclist passes you and moves into your carefully-maintained following distance. What is your reaction?

Parent: Look at that fellow, lane-splitting and moving into my space! Think I'll just speed up a little and get close enough to give him a scare. See how he likes that!

Child: There's somebody moving into my space cushion. What's the use of trying to drive right when everybody else just takes advantage of me? It really makes me furious.

Adult: Well, I'd better fall back a little bit. In this traffic and with the freeway narrowing up ahead, it's important to maintain proper following distance.

continued



EXAMPLE B (above)
You are driving in the downtown area of San Francisco where you have never been before. There is a lot of traffic and pedestrians and you must also concentrate on remembering the route you previously marked on your city map. The driver in the next lane opens the window and shouts something at you but he doesn't appear angry or abusive. What is your reaction?

Parent: Just like everybody says—this town is full of nuts! Buzz off, creep!

Child: Oh, oh. That person's yelling at me. I must have done something wrong or gotten in his way. This traffic is terrible. Maybe I should forget about finding Fishermen's Wharf and just get on back to the motel before I run into something.

Adult: Did anything unusual happen in the last block I covered? No. That driver is talking to me all right, but I can't think of any reason. Could anyone I know be in San Francisco today? No, I don't think so. Well, it isn't important. I think this congestion should ease up after I make the left turn at the next corner.

EXAMPLE C (right)
You are in the slow lane of a familiar freeway. Your exit is coming up in less than a mile. Your eye suddenly catches a truck up against the concrete median barrier with the hood up. Although you don't have a chance to read the license, the truck looks like one belonging to your kid sister. What is your reaction?

Parent: That sure looks like Mary's pickup. I told her she should get that electrical system looked at. Just wait until I get hold of that dumb-head teenager! Nobody under 21 should even own a car!

Child: (Moving across all lanes of traffic and stopping in front of the truck) Good grief, it's Mary's car and the ambulance has already taken her away!

Adult: Looks like Mary's truck stopped there. Doesn't appear to have been in a collision. Would she be on this road this time of day? Could be. As soon as I get off the freeway I'll stop at a pay phone and call home to see what's going on.

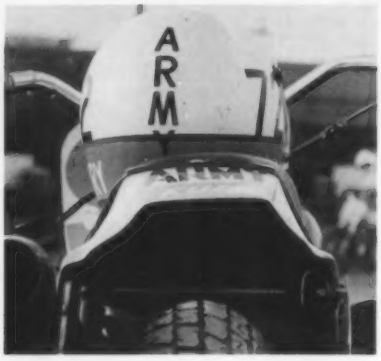
EXAMPLE D (above)
It's a nice day and you are moving along in no particular hurry, enjoying yourself. Traffic is light. Suddenly a flashing light behind you grabs your attention and you pull off the shoulder to wait for the police car to stop behind you. Which one of you is driving?

Parent: Where'd that cop come from? I should have been watching; he was probably hiding behind those bushes, just waiting for some patsy to fill his quota for today. Those guys ought to be out chasing criminals instead of pestering decent people. Why wasn't I paying more attention? Cops are a pain.

Child: Oh swell! Now I'm going to get a ticket. At least 30 bucks. I haven't even got 30 bucks. Why is he picking on me? Cops scare me.

Adult: Did I do anything to get stopped for? No, not a thing. Wonder what he wants. Maybe my brake lights went out again. I'll have to figure out what's blowing that fuse. Probably going to get a "fix-it" notice.

Champion motorcycle racer Mike Kidd is a visible advertisement for the U.S. Army.



Racing motorcycles may be one of the most dangerous ways to make a living – especially on the American Motorcycle Association's rugged dirt track circuit. As a result, motorcycle racers tend to be viewed as people who live for the moment with little concern for the future. This is not to say they don't plan ahead. There's always the next event. And at season's end, there's always "next year."

However, this stereotype begins to fray when you talk with Mike Kidd, who finished fifth in the 1979 AMA season standings, winning three of the 26 main events of the year. Mike's an individual with vision, and better yet, goals.

He started racing when he was five. Decided he was going to be a professional motorcycle racer while a high school junior and then won his first race as a Novice pro. The next year he won five major races. The following year he earned his Expert license and finished 17th on the pro tour as a rookie. In 1973 he captured six regional championships. As a member of the Triumph Factory Team in 1974 he finished fifth on the tour, having won his first national championship event. Although the factory team had been dissolved, Mike won at Terre Haute, Ind., and the Race of Champions in Louisville, Ky., the next year. He followed in the '76 season by winning on the famed Indianapolis Mile ranking 11th on the tour. The year 1977 saw three wins and a seventh place on the season, while 1978 brought a 10th on the season.

This all qualifies Mike Kidd as one of the hot shoes, but where do the vision and goals come in?

Mike has vision. Vision is seeing himself as a rolling billboard. But he doesn't stop there. He's also an ambassador for those who pay to put their name on that billboard. For years motorcycle racers have been advertising the products they use, but Mike Kidd is the first to step outside the sport and bring in outside promotion. This year Mike's major support came from the U.S. Army.

"Two years ago I had the idea of the United States Army because of the recruiting," Mike recalls. "I thought that would be an excellent opportunity because 60 percent of our attendance is between the ages of 16 and 26, which the Army's trying to reach. I thought that would really be neat.

"I started making some phone calls, making some contacts. The advertising agency liked the idea. They thought it would be an excellent opportunity for them to get some exposure. And at the same time I saw that it could help me on putting together a better program. And it's worked good for both of us.

"This year we've had recruiters at all the nationals handing out cards. The recruiters have made contacts. I don't actually know how many recruits we got out of it, but I do know we got some good exposure this year.

"It's a clean sport now. We've got businessmen racing motorcycles," Mike continues. "I consider myself a businessman. Because, putting together this Army package with all my sponsors, I did this all myself. They didn't come up to me and say, 'Here's this money; put my name on your gas tank.' I had to go out and hustle. I'm proud of it," Kidd remarks.

And he's an ambassador for his sponsors, too. "I'm a product. I sell space on my leathers, my chest, the side of my van, the side of my motorcycle. That's advertising space; that's what I'm selling. I'm selling a product.

"After four years of racing, digging into my pocket until I was getting down to the pennies, I said, 'Hey, this is silly, somebody else ought to be putting some money into this. I ought to be advertising for somebody, because we've got a market here and I'm good enough that I'm going to give them exposure.' Things just started clicking in my head. I said, 'I oughtah do this.' And 'I oughtah do that.'

"Then instead of saying 'Oughtah,' I started doing it.

"You can't just walk up to somebody and say, 'Well, I'm going to put your decal on my bike for so much money.' They're going to want to know: Why? How many races do you go to? The age attendance? The number of people who go to the races? What's the series sponsor doing to help build the sport? What's AMA doing? What am *I* going to be doing to help them sell that product? Am *I* the type of person they want to even be associated with the product?

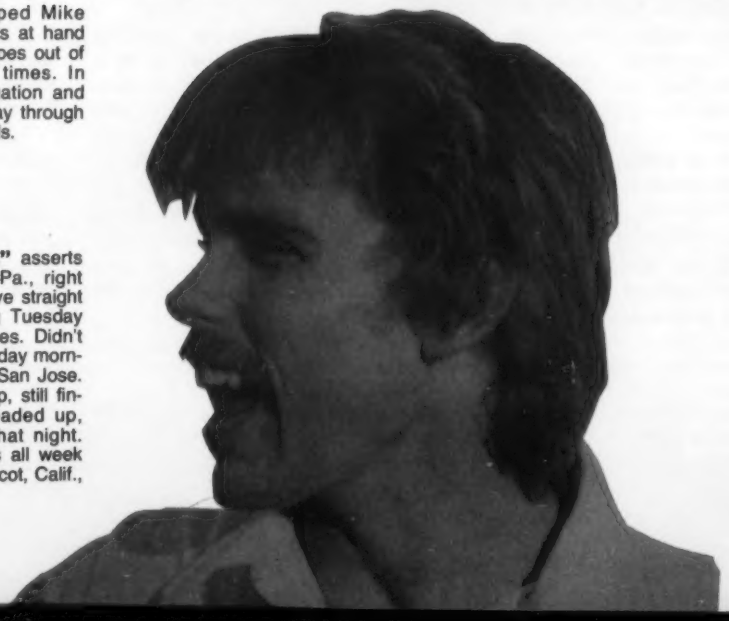
"A lot of people say, 'What in the world does the Army have to do with motorcycles?' Well, maybe nothing.

continued

ROLLING BILLBOARD

(right)
With ARMY plastered on everything from the van in the background through the two motorcycles to helmets, leathers and pit clothing, Mike Kidd's racing operation in its red, white and blue scheme is a striking contrast to the Army's green image.

Army sponsorship has helped Mike Kidd's concentration on the events at hand by taking some of the financial woes out of criss-crossing the country five times. In 1978, Mike faced a struggle situation and had to let his mechanic go halfway through the season because of lack of funds.



"It's a hard road out there," asserts Mike Kidd. "We left Pittsburgh, Pa., right after the races Sunday night. Drove straight through to Eureka, Calif., arriving Tuesday night. Started working on the bikes. Didn't finish the bikes up until 2 a.m. Sunday morning of the race. Drove straight to San Jose. I was sick all day and throwing up, still finished sixth in the nationals. Loaded up, drove straight back to Eureka that night. We've been working on the bikes all week long. Now we get down here to Ascot, Calif., and got to do it all again."

But those kids who are up on the grandstands whom they're wanting to reach – I'm getting to them. I'm reaching 'em.

"Basically, I'm setting a new image of what the Army really is. My motorcycles aren't green, they're red, white and blue – they really look flashy. My van looks flashy. My leathers look flashy.

"Maybe a 17-, 18-year-old kid comes down and he's impressed with it. He goes 'Look at this set up. Look at this motorcycle. Look at this truck. Look at this. Look at that.' And then a recruiter walks up to him and says, 'How you doin'?' Introduces himself. At that point the kid's relaxed about the Army. He's looking at all this equipment with 'Army' on it. And then the recruiter can start talking to the kid.

"If the recruiter, walking down the street, just picks a kid out of the crowd and just starts talking to him, sometimes the kid panics. He goes, 'Nah, *I* don't want to be in the Army.'

"But, really, what I'm doing is relaxing the kid. Letting him get excited about motorcycle racing. Seeing 'Army.' Just getting the name in front of him. Then the recruiter takes over. Talks to him. Tells him the opportunities the Army has to offer. And hopefully makes a recruit out of him.

"My brother – he's 20 years old – he wants to join. I can guarantee you he never even would have considered the Army. Because nobody had ever sat down and talked to him about it. But he had been hanging around me and listening to the recruiters talk about the opportunities they had to offer. And all of a sudden he's going. 'Well, this is kind of neat.'

"Basically I'm a rolling billboard for them. This van covers 65,000 miles going down the freeway. I can't pull into a gas station without giving something away. Kids are always wanting decals or handout cards or something, going 'Boy, look at this. Look at that!'

Mike Kidd takes an outside line around another racer during hot laps before qualifying. After making sure that raising the bike up ½-inch and lengthening the wheelbase ¼-inch felt right, Mike went out a qualified third. 0.05 seconds off fast time.

"It's amazing the type of response we're getting," Mike observes.

"When I first approached the Army, to be perfectly honest, all I thought I was going to do is put 'Army' on my gas tank and on my van, and get money. You know, get checks in the mail. So far this year I've done close to 40 TV interviews. I've done a lot of radio interviews, newspaper interviews, magazine interviews. And it's all paying off."

Mike Kidd's entire racing operation is goal-oriented. He set out to be a professional motorcycle racer – and he is. This year the goal was to win what the racers consider the biggest race of the year, the Indianapolis Mile. "Stormy Winters, my mechanic, and I had planned since last December when I hired him to win Indianapolis," Mike boasts. "That's the one race we had set as our goal to win. And we did win it."

Mike feels he is competitive on anything he rides. On the AMA Grand National Circuit this is important because of the four different-type tracks used. There are two short tracks, a quarter-mile or less, that they run with 250cc bikes each year. All the other events are run with 750cc machines, of which Mike has two. There's the Tourist Trophy Steeplechase. TTs are about half-mile tracks with left- and right-hand turns as well as a 15- to 20-foot jump – like motocross, only smooth and fast. Then there are the half-mile ovals. The fourth category is the mile oval where speeds average 96 to 100 mph with 135 to 140 mph common on the straights.

"I'm probably a poor loser," Mike points out. "I hate to lose. Whether I'm playing racquetball, golf – racing motorcycles for a living – no matter what it is, I hate to lose. And when I do something, I do it 100 percent or

continued

it's safer on the track

Motorcycle racer Mike Kidd views riding safety with an authority that few people would care to argue with and enough years experience to fill every safety bulletin board in the military. As they say on TV, "Herrrrre's Mike."

I take the same safety precautions on the street as I do on the race track.

I'd like to say it's safer on the race track. When I line up on the starting line, I know every racer I'm racing against. I know how they ride, where they're going to run. I know what bike they're riding and I know the race track I'm riding on. So, I know basically what's going on.

Even though I know a street like I know a race track, I don't know the traffic that's coming up behind me or in front of me. When I'm going down the road and there's 20 cars passing me, I don't know one person in those 20 cars. I don't know if they're drunk; if they haven't had sleep for two days; if they're alert. I don't know 'em. And you need to know them.

When I get on a race track before a race, I go and find out who all's in my race. Then in 15 to 20 seconds I can run through all those riders in my mind and know their riding styles; know where they are going to ride on the race track. Once the race gets going when I pull up behind a rider and I'm getting ready to pass him, I'll follow him for one or two laps and watch the mistakes he's making. Then I pass him and don't worry about him again.

But as far as riding on the street, you can't do that. Your reactions have to be fast. If a car pulls out in front of you, you've got to know what to do. A lot of street riders don't even know what the front brake is for. Using the front and rear brakes together can stop you in half the distance your rear brake can alone.

I always thought it would be good to put on riding schools to teach the new riders the front brake, the rear brake, the shifting. People say, "Yeah, I know all that." But when you've got to use it the right way, you may not know the proper way to use it. There may be only one time a year you're going to have to use it, but you need to know how to use it that one time.

That's what I say about the front brake. If someone pulls out in front of you . . . it's a split second decision you've got to make and it's got to be the right one. It's the same on the race track. The situation always comes up on the race track; it very seldom comes up on the street. You've got to be ready for it when it happens. If you know the bike, know the brakes, know the situation when it happens, then more than likely you can save it.

You can't teach it unless it actually happens. You can say this is what you want to do in case the situation comes up. Then hopefully their reflexes and ability to do it will all take place within that split second.

I did do a motorcycle safety demonstration in New York City this year that the Army sponsored. We went downtown New York to Battery Park and put on a motorcycle safety demonstration. I had my race bike and a street bike to compare the two. The brakes, the wheels, the tires, the way they're set up, what they're used for. Then I did a demonstration on the street bike. I showed how to lean it over, back and forth. I also showed the stopping distance between the front brake, the front and rear brake combined, and then just the rear brake by itself.

There's not that much protection on a motorcycle. But if you know your motorcycle, know how to ride and know what to do in case a situation comes up, it's safe.

So, I always wear a helmet, whether I'm just riding a mini-bike in the pits or going out riding my street bike. If it sounds childish because *everybody* always says "wear a helmet" or people put bumper stickers on their cars that say, "Let those who ride decide," OK. But to me common sense says wear a helmet. It's the only protection you have, really.

If you go down or fall off a bike and you're wearing a T-shirt and jeans they're going to rip. We race with full leather suits. Well, it would look pretty silly, me wearing a leather suit going down the freeway. But, if I were going to go on a tour of a 1,000 miles or so, a lot of these leather companies make leather riding suits for wind resistance. And if you do go down they protect you.

I wear gloves when I ride.

You should check the chain on the bike. Very few people ever check the chain on a motorcycle. Yet that's one of the items on a motorcycle that wears the most. If you're running 55 and that chain comes off, it gets pretty dangerous. Basically, it takes 10 to 15 seconds to check a chain to see if it's loose. And, maybe, two minutes to tighten it.

Check the tire air pressure. We check the air pressure every time we start our motorcycle to go out for a race. One or two pounds on a race bike can change the way the bike's going to handle. And it does the same on a street bike, because there is more traction on the street than there is in the dirt we're racing on.

It doesn't take three minutes to check everything before getting on your bike: air pressure, chain, levers, brakes, etc. Make sure everything's right. Then when you get on the bike you know that everything is set.

I check my street bike out more carefully than I do my racer. My racer is hand-put together every week. It's completely disassembled and put back together. When I sit on it on the starting line, I don't worry about it at all. I can't get out there and race against these guys for 25 laps while at the same time wonder whether my front axle nuts are tight or my chain's adjusted or this or that.

But when you're on a street bike and you're cruising down the road, then you start think-

continued

it's safer on the track

continued

ing about these things. Boy, I hope this is right. I hope that's right. But if every morning or evening you check that stuff, you don't worry about it.

As the wear problem becomes apparent, change it. If you don't know how to change it, take it to your local shop. They can change it for you. It's not that expensive. And in the long run, it'll be less expensive.

Tire wear: You need to check your tires. We go through two tires a night at a race. When the wear gets down so low, we throw the tire away. As far as I'm concerned, the same with a street bike. Don't take a chance. When the tire wear gets down, go change it. Our racing tires are $65 each. Street tires are only $30 or $40, so the expense is not there.

Once you ride *your* bike for a month, then six weeks later something starts going wrong—the chain's out of alignment or a wheel's out of alignment or your tires are low—you'll feel it. The first time you ever ride *that* motorcycle you won't feel it because you don't know what to look for. If something feels wrong, check it and fix it.

There are so many different sizes of bikes to choose from. You can go from the little, mini-mini-mini bike for a four-year-old kid all the way up to a 1,000cc, fire-breathing, double-throw-down street bike. There's got to be a bike in between that fits you. When you go into a shop to buy a motorcycle—just because your buddy has a 1,000cc bike, that doesn't mean that that 1,000cc is what you want. Sit on a 250, sit on a 500, or 650 or 750. Test ride 'em. See what kind of weight you like. What kind of horsepower or what kind of brakes. And then buy that. Don't buy something because somebody else has bought it.

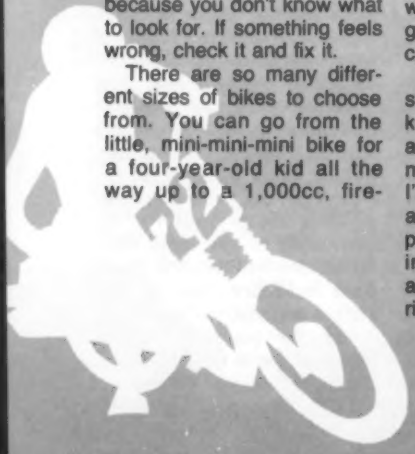
You want to get the bike to feel right to *you*. When I sit on *my* motorcycle to race, I feel like I'm part of the motorcycle. You've got to melt into it and feel part of it. Then you're comfortable.

If you ride something you're not comfortable on, then that's when it gets dangerous.

There are all kinds of motorcycles out there. Take a week or however long it takes to test-ride them. See what *one* fits you. Then, if that's what you want and the price is right, buy it.

If you change from one bike to another, say go from a 250 to 1,000, in the first six weeks the accident risk is going to be tremendous because you're not comfortable.

I've never fallen off on a street bike. Never been hit; knock on wood if I can find any. It's because I know motorcycles and I know what I'm doing; I make my living at it. But there are very few people who make their living at racing motorcycles, and there's a lot of street riders.



I'm not going to mess with it. And even though I won only three nationals this year out of 26 races, the only other driver to win more was Jay Springsteen, defending Grand National Champion.

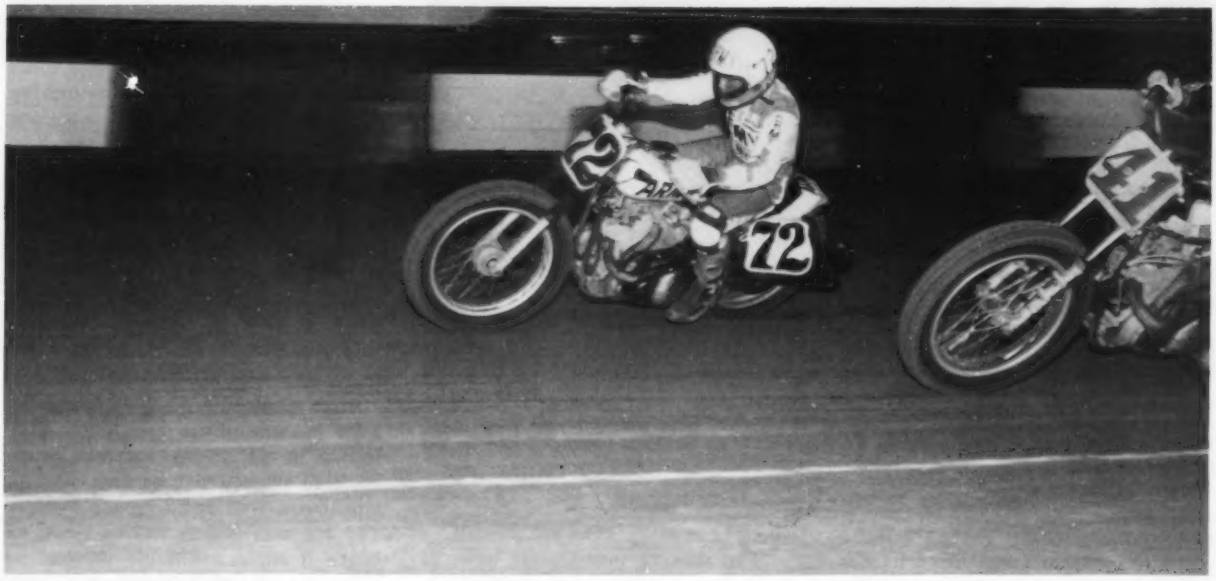
"With the right equipment and the real reliability, I think I can honestly get number one. And that's my goal next year, to put together a better team than I had this year and go at it 100 percent. I never let up this year as far as trying. But we had a lot of mechanical difficulties. There were times when we got to the races late that I feel hurt me mentally and even physically. That won't happen next year. It's going to be an all-out effort for number one. Whatever it takes to win and get number one, that's what I want to do.

"This Army affiliation has worked out really good," Mike observes. "As a racer hits the circuit and tries to make ends meet, the budget gets tight. To go racing first class you have to sink $10,000 to $12,000 in a van, $5,000 to $6,000 in gas expenses, motels, a mechanic is anywhere from $15,000 to $30,000 a year plus expenses, each one of our Harleys is $10,000 to $15,000 apiece." Having somebody pick up the tab helps.

Motorcycle racing isn't like a 9 to 5 job with a set salary, either. As Mike quickly points out, he's never had a job, but has always raced. Even when he was in high school he was pulling in $200 a week racing. However, when working for yourself, as Mike does, the total money flow comes into clear focus. "By not finishing races this year," Mike explains, "the pocket book damage of mechanical failures cost me $20,000. When I screw up, I have no one to blame but myself. I've kicked myself in the butt a bunch of times this year for that."

And the hours aren't great either. A lot of people think the racers work only one day a week and make $2,000 a

Although Mike Kidd has won weekday shows on Ascot's traction-deep clay, he's never run well during a National at the ½-mile oval. The dug-up clay at the Southern California track calls for the rider to run into the turn, "kick-out" (have the rear wheel slide to the right as if it wanted to be the front tire), get sideways, then square the turn off and cut across the inside making the next straightaway that much longer. If you're worried about boot leather wear on that left foot, don't—there's a steel toe and sole strapped to it.



Although Mike led the first four laps, he finished second to Randy Gross at the end of the last 20-lap national race of the 1979 season. As a result he finished the 26-race season in fifth place, garnering $5,000 from the points fund. The four points he was out of fourth place over the season cost him $2,000. Four points is also the difference between first and second place in any one event.

This racer with a future also has a word or two about safe two-wheeling.

weekend. "Well," interjects Mike, "that's wrong. Unless you're sleeping, you're working at it. I hit the road the first week in April and this van hasn't been back to Texas since. It's constant go, go, go. Buy this; buy that. Fix this; fix that. All year long. I'm married and got a wife and kid at home. I've seen 'em three times this year."

Mike Kidd's goals don't stop with next year. They go farther. "I'm 26 years old, which is getting to be old

continued

While the winner, Randy Gross, decided to drink some victory champagne, Mike Kidd uses his bottle to christen the gathered crowd. Apparently Randy wasn't driving home, while Mike left immediately after the event for the long haul to his Bedford, Texas, home, wife and two-year-old son.

in motorcycle racing. I don't look 21 and I feel 17, so I feel like I have a long career left in motorcycles. But within the next three or four years I'm going to phase out motorcycles and get into NASCAR Grand National stock car racing. Say I'm 30 years old when I get my first car in racing, I've probably got 10 years left in car racing. Maybe by 40 I'll have enough money where I can make some investments.

"I'm making investments now. If you put your money in the right places it's going to work for you. And that's what I'm going to do.

"As far as racing cars, that's what I want to do in three to four years. I hope I can make a living at that. Stash some money away. Buy houses, buildings, whatever it takes. When I'm 38 to 40, whenever I decide to stop racing cars, I won't say, 'kick back and retire,' because that's not where it's going to stop, but as far as racing, being competitive, it probably will. Then hopefully, I'll have some money to manage.

"Maybe it's a dream, but that's the goal I've got," Mike says. "But everybody's got to have a goal.

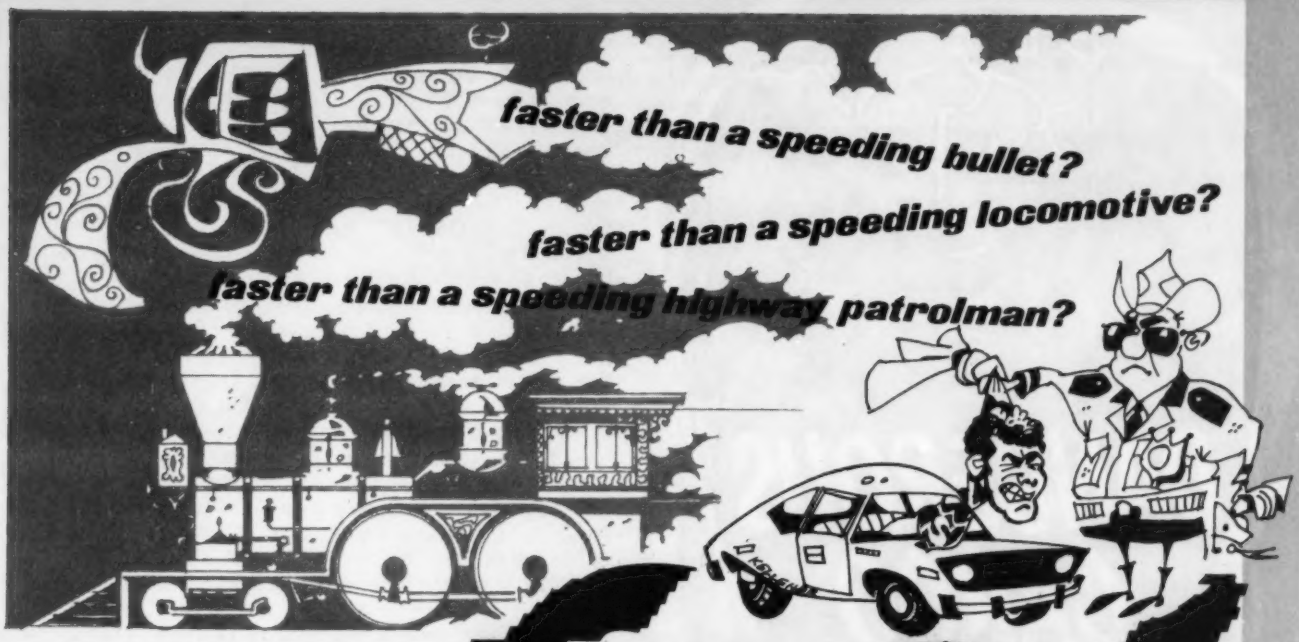
"A lot of people say they take things just day-to-day. They don't care what's going to happen tomorrow," Mike continues. "I don't look at it that way. I'm always looking way ahead. Because I could fall off tonight, get hurt and couldn't race ever again. But as far as I'm concerned, if I get hurt right now, I know what's going to happen a year from now. If I didn't, I'd be in trouble.

"Basically, I plan way ahead. Sure, I take my racing day-to-day. I say, 'I don't care what's going to happen next week as far as racing, let's worry about this one today. But as far as making money and making a living I've already checked out three years from now."

If you don't think it took years to develop this attitude and feeling for racing, consider that Mike Kidd's been racing for 21 years. He started in Quarter Midgets when he was five. He reigned as a regional champion for four years as well as national champion in two of those years. He rode his first motorcycle race when he was 12.

Mike's paid the price of racing. In 1974 he was in the position to take second in the season standings when his bike popped out of gear sending him into a wall and breaking his leg. The leg was almost healed when he broke it again practicing. It was an entire year before he returned to competition. But when he did return it was in style, winning his first pro event.

There's that goal for next year. As Mike puts it to possible sponsors, "Hey, let's go racing! I'm going to be number ONE! If you're not on the gas tank, too bad!"



— — how fast — — am I really traveling?

How accurate is the speedometer in your vehicle? Because it's a mechanical device, it is subject to error. How much error depends as much on age and condition as it does on the manufacturer. Of course, if you've changed tire sizes – or in some cases, tire manufacturers or types – axle ratios or the like, the accuracy of the instrument becomes questionable.

If you don't have the time or money to have Reilly's Expert Original Speedometer Checking and Certifying Company check and recalibrate your speed measuring device, all you need is a measured mile and a stop watch. Yes, Jeri, the sweep second hand on your calendar watch will do the trick.

Just accelerate to a steady speed, and maintaining that speed from the beginning to the end of the mile, time how long it takes to cover the 5,280 feet. Then find the time it took you in seconds on the chart below and it will tell you how fast you were actually traveling. Or, if you don't (or can't) keep the chart around, just divide 3,600 by the time in seconds to get your speed in miles per hour.

Also, if you are someplace that uses kilometers instead of miles, you can do the same thing with a measured kilometer to find kilometers per hour.

However, it is still a good idea to have REO Speedometer recalibrate your instrument . . . it sure beats trying to clock yourself and work a computer while the smokey follows you.

CHART 1

SECONDS	MPH
60	60.0
61	59.0
62	58.1
63	57.1
64	56.3
65	55.4
66	54.5
67	53.7
68	52.9
69	52.2
70	51.4
71	50.7
72	50.0

CHART 2

SECONDS	KPH
45	80.0
44	81.8
43	83.7
42	85.7
41	87.8
40	90.0
39	92.3
38	94.7
37	97.3
36	100.0
35	102.9
34	105.9
33	109.1
32	112.5
31	116.1
30	120.0

DANGEROUS CARGO

If you're an observant motorist, no doubt you've noticed more and more trucks on the highway with hazardous material warning placards. We're used to seeing FLAMMABLE, but now we're seeing EXPLOSIVES A, RADIOACTIVE, ORGANIC PEROXIDE, POISON, sometimes simply DANGEROUS.

We move about 2 billion tons of these hazardous materials over our highways every year. It's all part of living in a technological society. Accidents involving these trucks can result in serious and extensive loss of life and property.

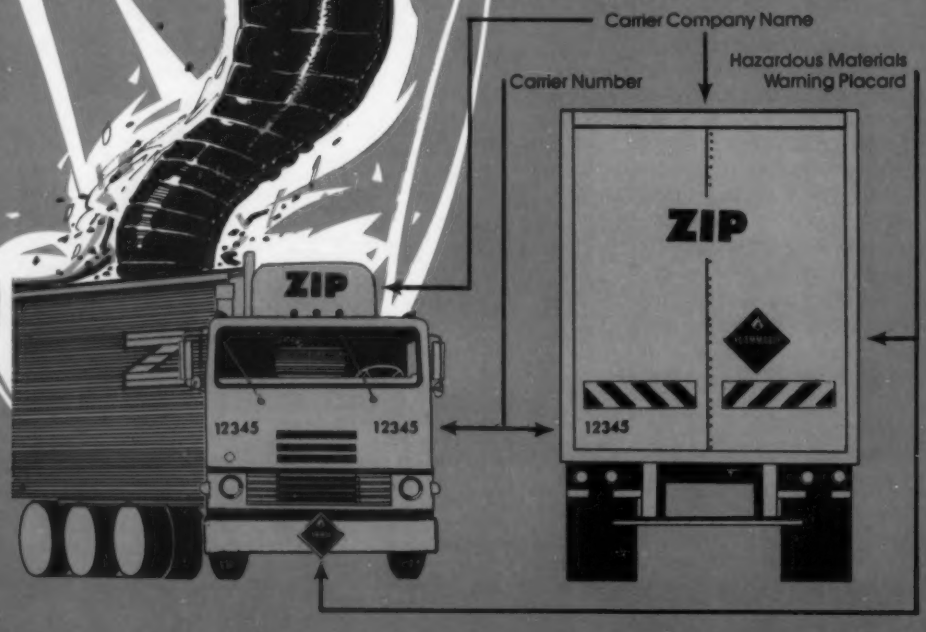
Before the national speed limit came along, trucks traveled in the slowest lane of the highway. Passenger cars could easily pass in the other lanes. But today, with all traffic moving at the same speed, the motorist often finds himself in the same lane with the big trucks.

You can help avoid serious accidents by remembering that the truck operates and handles differently from your car. A motorist should avoid sudden or quick movements such as stopping or pulling in front of a truck which is going at freeway speed. Communicate by using turn signals and brake lights. On steep downgrades, don't let yourself be followed closely by a heavy truck. Use your mirrors so you know what's behind you and move to another lane. Don't just stubbornly sit there and complain if a big truck is bearing down on you. Get out of the way. It can be more than a simple courtesy.

Should you come upon an accident involving a truck with a hazardous-material placard, don't stop unless you see that you are needed to direct traffic or assist injured persons. The driver of a vehicle carrying these materials is familiar with the risks involved and has been trained to take control of any emergency situation. If he needs help controlling traffic—and the greatest danger after the first accident may be secondary collisions from on-coming vehicles—or if he needs you to call for help, he'll flag you down.

Of course, if the truck driver isn't able to take control at the scene, perhaps you'll have to. Before you leave to find a telephone or the highway police (or get on your CB) look at the placards on the vehicle. It will be helpful if you are able to report the name of the carrier and the numbers that appear on the tractor and trailer (not license plate numbers) and the words on the hazardous material placards.

Unless you are actually needed at the scene, LEAVE! There is a potential for fire and explosion and you may be in danger from spilled gases or other materials. This advice is good for any accident, since cars and people get in the way of emergency vehicle rescue operations. It is particularly good for an accident involving dangerous cargo.



Timely Topics

ACHTUNG, Y'ALL
Volkswagen of America, Inc. is recalling 450,000 of its 1975-78 Rabbit and Scirocco models because of a defect which could result in cars with standard transmissions starting suddenly and moving by themselves. The company's action was prompted by inquiries from the National Highway Traffic Safety Administration. NHTSA has received 15 complaints of burned, corroded, or shorted wires in the engine compartment that could cause the self-starting, stalling, or fires. Three accidents, none with injuries, have been reported. VW said the problem is due to improper sealing of the fender apron hole through which the antenna cable is routed when radios were installed by dealers, repair shops, or owners. Water splashed by the tire can enter the passenger compartment and reach the fuse relay board. VW will check and seal the antenna cable holes and examine the fuse relay boards.

DANGEROUS DRUGS
As far as traffic accidents go, the two most dangerous drugs are still good old alcohol and—though most folks don't realize it—tranquilizers. We all know what booze can do to a driver, but the general public is unaware of the hazards of prescription "downers." One recent British medical study revealed that drivers on valium or any other mild tranquilizer are five times more likely to become involved in car crashes than people not taking the drugs.

OF LIGHTNING AND TORNADOES
A motor vehicle is a relatively safe place to be during a lightning storm, but it's not a good place if a tornado is approaching. Some believe the rubber tires cause the vehicle to be insulated if struck, but the National Weather Service says it is the steel of the body which "fights" the lightning.

Lightning striking a car usually travels along the outer metal skin of the vehicle and then jumps to the ground, keeping the power from the occupants. However, they are warned not to touch interior metal parts during the storm and to avoid convertibles.

The Weather Service also suggests that during a lightning storm those who are outside get inside, either into a vehicle or a building. Avoid getting near metal fences and other metal objects, stay away from trees and do not remain in or on the water.

For tornadoes, the Weather Service warns that if you try to outrun one it could be the last race you'll be in. Fleeing a tornado in a car could be fatal unless you're in open, flat country,

which will permit you to drive in any direction at high speed. But if there's even a slight doubt about the funnel's speed and direction, don't take the chance. Instead, if you're in a vehicle when a tornado approaches, get out and take shelter in a well-constructed building. If none is nearby, lie in a ditch, culvert or other low spot until the twister passes. Avoid small buildings which can get picked up like toys.

NHTSA ANNOUNCES SUCCESSFUL CRASH TESTING OF RSV
Results of a crash test of Calspan Corporation's Research Safety Vehicle indicate that the vehicle far exceeds the current 208 standard which requires automatic crash protection in frontal crashes of 30 mph beginning with 1982-model year full-size cars. The testing involved a head-on collision of the RSV and a "Japanese production car" of the same weight. Each traveled at 40 mph, or a closing speed of 80 mph. The Japanese Automotive Research Institute near Tokyo conducted the test using instrumented dummies to determine the extent of injuries to vehicle occupants. According to Joan Claybrook, Administrator of the National Highway Traffic Safety Administration, about 15,000 lives could be saved each year if all cars incorporated the safety features of the RSV. "This demonstration," she said, "leaves no doubt in my mind that the automotive industry has the means to do a better job of safeguarding the motoring public."

The Calspan RSV, which was built with Chrysler Corp. as a major subcontractor, is equipped with an air cushion and knees restraint for the passenger. Among other features of the vehicle is fuel economy of 28.2 miles per gallon, exceeding the 1985 federal standard of 27.5 mpg. In addition to the U.S. and Japan, testing will be conducted under international agreements by the governments of England, France, Germany, Italy, and The Netherlands.

SAVINGS ON GAS
Expert drivers say that doing four simple things can save motorists up to 15¢ on each gallon of gasoline they use. Slowing down from 70 to 55 miles per hour on the highway can save 6¢ a gallon. Keeping the car tuned saves another 4¢. Using radial tires and keeping them properly inflated is worth another 5¢. Figures are supplied by the U.S. Department of Energy. You can get a free booklet on other ways to save energy and money by writing to: "Energy," Box 62, Oak Ridge, TN 37830.

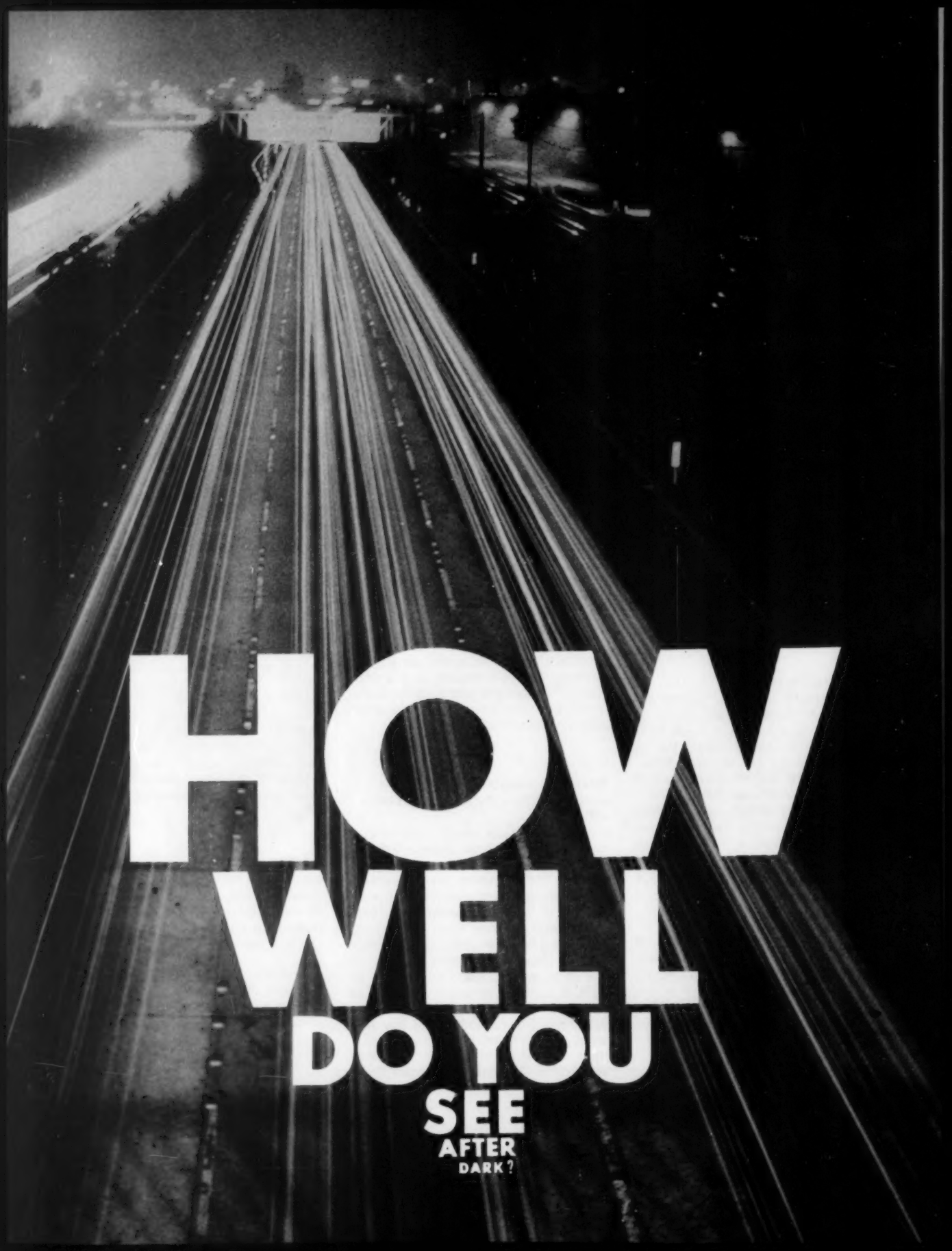
PENTAGON PURCHASING GASOHOL
Congress has directed the Pentagon to purchase all of the domestically produced alcohol and gasoline-alcohol products it can during 1980 to give the fledgling gasohol industry a shot in the arm. A similar amendment was attached to the House Postal Service bill. The two agencies account for 375 million barrels of gasoline a year—about 80% of all government gasoline purchases.

CORRECTION
Ever try to fix something and end up making it worse? That's what we did on the credit line for the story about the motorcycle course at Fort Bragg in the October issue. The proper credit line is:

by Spec 5 Denise Dudley
U.S. Army photos by
Spec 5 Bill Branley

Our apologies to Denise and Bill.

IMPORTS LESS SAFE
The Highway Loss Data Institute has issued a study which says that Japanese subcompacts compiled the worst injury record of cars sold in the U.S. in the 1978-model year.


HOW
WELL
DO YOU
SEE
AFTER
DARK?

When it comes to driving at night, people fall into two groups: Those who really like it and those who'd just as soon forget it. Trouble is, like it or not, we have to do it. Especially in the deep winter months when the daylight hours are so brief that we are using the headlights just driving to or from work.

People who enjoy driving after dark are usually those with excellent night vision. Not everybody sees with the same degree of perception and accuracy. At night our seeing ability naturally diminishes, and so does our ability to sort out different objects and judge distance. Depth perception simply isn't as good as it is in the daytime when sizes, shapes, colors, shadows and relationships to the general background aid us in judging distance.

The ability of our eyes to see, adjust and recover from such things as headlight glare is reduced as we get older. The driver of 30 requires more light to see the same thing at night that a 20-year-old can see, and by the time he's 50 he may need twice as much light. These changes in the eyes come about so gradually that we often aren't aware of them and fail to make allowances.

To some extent, nighttime seeing ability can be sharpened. Take two people 21 years old, each with 20/20 vision. They see equally well in good light. But there's more to it in the dark – like peripheral vision, dark adaptation ability, and glare resistance. One may dislike night driving and never suspect it's because he can't see well in reduced light. If you think this may apply to you, here are some things which might help you.

Peripheral Vision: The ability to see to the sides while aiming your eyes straight ahead is known as peripheral vision. While this vision sees nothing very clearly, it's tremendously important to the driver because it picks up lights, movement, and anything that's lighter or darker than the background. Some people lack good peripheral vision either because they never learned to use it or because of a physical defect. Eyeglass frames can also interfere.

Experiment with your own peripheral vision. If you find you're not noticing the lights of a cross-traffic car as soon as you should, train yourself to move your head and eyes continuously so that your good "center" vision isn't tunneled straight ahead.

This constant sweeping movement of the eyes can help you distinguish objects. By focusing a little to the side of an object rather than directly on it, you may be able to make it out. Your central vision is not as sensitive to very dimly lit shapes as your peripheral vision is.

Dark adaptation: The ability of your eyes to adapt quickly to darkness or light also is important to nighttime driving. No matter how sharp your eyes are, it's going to take them a while to adjust to light-intensity change. You experience this every time you walk from bright sunlight into a darkened theater or restaurant.

The adjustment from dark to light is uncomfortable for a few seconds, but it is quick. The complete adjustment from light to darkness, however, may take as much as half an hour. True night vision adaptation does not occur while you are driving – dash lights and headlights are too bright. So basically, at night you are steering the vehicle by your ordinary day vision.

You can help yourself by wearing sunglasses. If you spend a day in bright sunshine – at the beach or in the snow – you are wise to wear sunglasses during the daylight hours. The glasses will help your eyes preserve their supply of "visual purple," a retinal chemical that helps them adapt to the dark. A day of exposure to much sun and glare without sunglasses can drastically cut ability to see at night.

Sunglasses should never be worn for night driving, although it can be helpful to put them on when you pull into a brightly-lighted service station or refreshment area. When the eyes are shielded from the artificial glare, they seem to adjust more quickly to the darkness back on the road. Be sure to take them off before you start out again. You may find it helpful to dim your dash lights so that your eyes aren't constantly reacting to that light.

Glare resistance: Hand in hand with dark adaptation is resistance to glare. This refers to how quickly you can see again after being exposed to the headlights of an oncoming car or the bright burst of light from a match or cigarette lighter. It's likely you'll be driving blind for 50 to 75 feet after the exposure, depending on your speed.

One out of seven people between 20 and 29 has below-average resistance to glare. They may be blind for several hundred feet after passing an oncoming car.

If you are particularly bothered by glare, there are things you can do to help yourself. Keep the inside of your windshield as clean as the outside. People sometimes forget how filmy the inside glass can become – especially if smokers use the car.

If you wear corrective lenses, keep them clean, too. And clean your headlights frequently. Headlights may seem bright when they're coming at you on the road, but try reading a newspaper by them sometime and see how weak they really are. Headlight dirt and misaim can reduce the distance a driver can detect objects at night by about 30 percent. Incidentally, if your headlights don't seem quite right to you, perhaps they need aiming. If both low beam headlamps are misaimed by as little as eight-tenths of a degree, detection distance will be reduced by a third. And that's a lot.

When you are faced with a severe glare situation (a driver who refuses to lower his high beams or a car with misaimed headlights), slow down and avoid staring directly at the approaching lights. Resist the temptation to get even by putting your high beams on. The usual advice is to guide yourself by keeping your eyes on the right edge of the road or on the oil-drip strip down the center of your lane. You may find it better to keep your eyes moving from the edge of the roadway back to the center of your lane, and then to a point somewhere in the oncoming car's lane. By doing this you may be able to drive a better course, see anything that might pop into your lane, and also spot potential hazards on his side of the street. Sharply-painted lane lines and center lines plus the re-

continued

When you come to a brightly lit area, like a service station, you may reduce your night vision for as long as half an hour. To minimize the readjustment problem, you might wear sunglasses while you're in the bright area.

flective delineators used on most freeways are a real help to the night driver. Unfortunately, the painted lines wear away fast, while lines that should have been obliterated may remain slightly visible, and the motorist may suddenly have no idea where his lane really is.

Driving techniques: The two most important driving techniques affecting safety at night involve speed and following distance. Even with the finest vision in the world, you can't see beyond your headlights. If you drive so fast that you can't stop within the area they illuminate, you are moving toward a completely blind, no-stop crash zone. Don't over-drive your headlights. Some otherwise careful drivers don't reduce their speed at night when they are on familiar streets and roads around home. That's a trap you shouldn't fall into. Traffic is a changing scene. Nothing is exactly as you saw it earlier in the day, and you can't afford to assume that it is.

You should increase following distances at night because it is almost impossible to judge how fast the vehicle ahead is moving just by observing the taillights. It takes time and other clues to assure yourself of his speed.

Whenever possible, maintain an open space around you as far from other traffic as possible. You should do this in daytime too, but it's even more important at night because there are more drivers of questionable ability on the road. There are at least 8 million alcoholic drivers, another 17 million high-volume social drinkers, and nobody knows how many on other drugs. They're out there on the road with you at night far more than in the day. So are the drivers with night vision problems, tired drivers and drivers who refuse to make allowances and insist on driving at night the way they drive in the daylight.

If you have an emergency at night on the open highway, pull off the pavement as far as you can. Activate the four-way flashers. If you are well off the pavement it may be better to leave all your lights off rather than run the risk of someone "following your lights" right off the road and crashing into you.

If you don't have flashers and you're parked close to the road's edge, put the parking lights and interior lights on and, if you possibly can, get completely away from the car. If you have flares (and you should have at least two) or reflective triangles, set one up at the side of the road about 300 feet behind the car.

Put your night driving techniques into effect as soon as the sun goes down. Probably the most difficult time to drive is at twilight. Your eyes are struggling to adapt to the dimness, but your car's headlights aren't powerful enough to cast any useful light.

All the things we've been discussing are important in good weather. In bad weather they're even more so. Your night vision problems are compounded by rain. You not only have to strain to see through the darkness but you have to fight dazzling wet reflections of headlights, street lights and neon signs. It's good practice to wash the windshield before you start out on a rainy night. And give the wiper blades a quick going over with a paper towel. The rain really won't clean the windshield, and clean wiper blades will reduce the smearing of road film.

There's one final hazard of nighttime driving and that involves the mental state of the driver who's alone. There he is, snug in the comfortable cocoon of the car, the engine purring sweetly, the radio masking outside noise. The darkness hides the distractions of the daylight world. And first thing you know, he's off in a dream, eyes fixed straight ahead on the pavement at the end of the headlight beams, his mind completely heedless of all those hazards that are really out there in the dark.

Enjoy your nighttime driving. But not that much.

Speed is a critical factor in night driving. If you overdrive your headlights, you could easily collide with an unseen hazard, such as some of the rubbish on the right side of this road.

You can check for gross misalignment of headlights by simply shining them on the side of a building . . .

. . . But find adjustments can be done with the aid of this aiming box. Check with a service station or your base auto hobby shop.

Sometimes oncoming drivers will fail to dim their headlamps, either because they don't realize their beams are on high or because they're nasty people. When this happens, keep your eyes moving in a sweeping motion from the center of the roadway to the right shoulder to keep the glare from blinding you.

motorcycle maintenance

PART 2

Compress the front shocks with a combination of down pressure and the front brake, then extend the units quickly to test damping force. If there's no difference in the effort required to operate the unit quickly or slowly, it's replacement time.

The principles are easy, it's the chain that's greasy.

A safe machine contributes as much to motorcycle safety as operator skill and knowledge. Everyone will agree that skill and knowledge are the rider's responsibilities. But who is responsible for the safe machine? The rider, that's who.

As a motorcycle operator you are individually responsible to yourself, your passengers, your loved ones and all those around you to have a safe vehicle. And in order to have a safe motorcycle it must be maintained in a safe operating condition.

In part one of this two-part mini-series on Motorcycle Maintenance (November 1979 DRIVER) most of the emphasis was placed on the engine. Of course, without an engine a motorcycle becomes an awful handful to push like a scooter. Keep that in mind. As the old adage goes, "An ounce of prevention is worth a pound of cure."

back to basics

So it is with motorcycle maintenance. Preventive maintenance (inspecting, adjusting and cleaning) will usually cost less in the long run than corrective maintenance (repairing something that's gone wrong). "Cost less" includes not only dollars and cents, but time, patience, as well as life and limb.

Those who've read part one of this series may find the next few lines redundant, but pay close attention anyway. There will be a test!

Instead of getting to the point where a father-like image suddenly says, "If all else fails, read the instructions," why not start at the beginning first. The first step being: Follow the owner's manual instructions. This manual is full of time-and-money-saying advice. In addition to telling you how to operate and maintain your cycle, it provides tips on diagnosing trouble, keeping up the appearance and getting service.

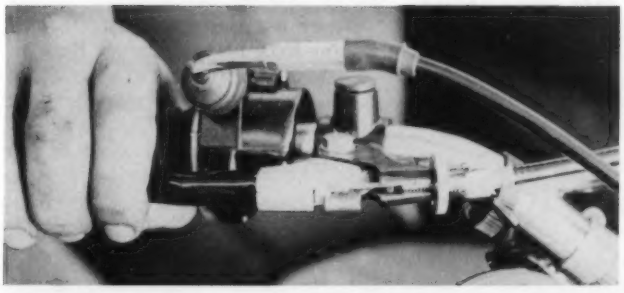
Don't just refer to the owner's manual when necessary, take the time to read it cover to cover beforehand.

Home workshop tools should include: combination wrenches, socket wrenches, assorted screwdrivers, pliers, feeler gauges, spark plug gauges, spark plug wrench, small hammer, plastic mallet and parts cleaning brush. Several of these tools will be

continued

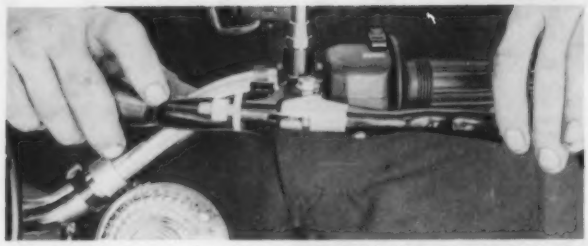
Spokes should all offer the same resistance to your squeeze. Tighten those that don't and immediately replace those that are bent or stripped.

Check the travel in the rear brake pedal and then adjust with the nut on the end of the rod.



By the time you've got the front brake lever this far compressed it should stop. Also make sure it releases to a point that the shoes don't drag.

continued



The clutch lever should have a very little free movement before starting to move the cable to avoid slippage.

used for engine work only as is the case with most of the specialized tools that are required for motorcycle maintenance. These specialized tools are: Flywheel puller, timing gauge, ignition gauge, timing tester, hydrometer, multimeter or VOM, compression gauge, impact driver and carburetor synchronizer (for multi-carburetored motors).

The most important tool in the work shop, however, is the service manual for the make and model machine you're maintaining.

You'll also need another tool kit. This is the basic tool kit you always carry on the bike. Be sure your owner's manual is part of this. Most dealers have small road-side emergency tool kits. If you're making your own bag, however, you'll probably want to include 10x14mm, 17x19mm, 9x12mm and 10x13mm open-end wrenches, a spark plug wrench, pliers, slotted or common screwdriver, and two sizes of Phillips screwdrivers.

Don't forget expendable supplies. These include: grease, oil, gasket cement, wiping rags and cleaning solvent. They're available at the Exchange, local gas stations or auto parts stores. A can of penetrating oil can usually be helpful.

Before doing anything with a motorcycle, you should read the entire section covering that job in the manuals. Even if it's only a check or inspection. You wouldn't want to miss something that could end up breaking your machine – or you. Study the section and have a good idea of what's involved before tackling the project. This will help you have all the tools before beginning, as well as uncover helpful hints for step 17 that are hidden in step 59.

It's always easier to work on a clean machine. There are many specialized

Play in the throttle grip should allow you a slight movement with very light pressure before starting the cable to move. This prevents throttle hang up, idling too fast or the heart-pounding *thrill* of more speed when you actually wanted to slow down.

cleaners for washing oily or greasy parts. But remember when using them to make sure the work area is well-ventilated and to have a properly rated fire extinguisher handy.

Never use gasoline as a cleaner. The fire hazard is too extreme. Besides, there are many, many more effective cleaning solvents available that cost much less.

As the engine was covered in part one of Motorcycle Maintenance you'll find that you're just a few short steps away from safe cycling. The next step is chassis service. And because chassis service is simply routine checks and inspections that you should already be performing daily or weekly, it is surprisingly quick and easy.

Start with the tires. Check the inflation. Then look for cuts as well as excessive and uneven wear.

Wheel spokes should be checked for tightness. If you have something other than the technical editor's tin ear you can use a tuning fork method. That is, tap each spoke with a spoke wrench or screwdriver, listening to the tone of each. A tight spoke will give a clear, ringing tone whereas a loose one will sound flat. "Ting" is good; "tunk" ain't. All spokes in a correctly tightened wheel will sound similar, but not precisely with the same pitch. For the untrained ear and the tone deaf it is better to grab the spokes two at a time noting if they both offer the same resistance to your squeeze. Better yet, check each spoke with the spoke wrench.

If you find a bent or stripped spoke, replace it at once. Remember to check the new spoke more often than the others. It will be stretching and will require tightening several times before it finally sets.

Also check the rim for bends or dents. Because severe rim damage is difficult to repair successfully, it's wiser to replace it. Anytime you have the tire off the rim, check the rubber rim band. If it's torn exposing a spoke, replace it or temporarily repair it with tape.

As long as we're on our hands and knees, let's adjust the brakes. There's an adjusting nut on the end of the front brake cable and rear brake rod to help make the job easy. If wear makes it impossible to get a satisfactory adjustment, the brake arm may have to be repositioned on its splined shaft.

However, before doing this you'd better make sure the lining hasn't worn down too far. Following the manual's instructions, remove the wheel and open the brake up. As a general rule, replace the brake shoes when the lining is worn down to the rivet heads, or on shoes with bonded lining, when the thinnest part is .08-inch (2mm) or less thick. If the shoes have become glazed, light sanding with coarse sandpaper should solve the problem. If there is any grease or oil on the braking shoe surface, replace both shoes immediately. While you're at it, check the drum surface for scratches. Any scratch deep enough to catch a fingernail is cause for turning or drum replacement. Disc brakes are usually well covered by owner's and service manuals.

Moving to the handlebar, check the throttle, clutch and brake cables for chafing and smooth operation. This includes making sure the levers also operate smoothly. Next check the bar itself for bends or cracks—especially after an accident or hard spill. Now's as good a time as any to check all the switches to assure they turn on and off whatever they are supposed to control. Always check the throttle grip for free operation and sticking. Make sure the adjustment allows a little play between the stop and cable movement. This will keep the throttle from getting hung up and causing your engine to idle too fast or power you ahead faster than you intend to go.

Check and tighten the mirrors, too.

Check the shock absorbers' damping force by attempting to compress and extend the units quickly. If there is no marked difference between the effort required to operate the unit quickly or slowly, or if there are any oil leaks, replace the shocks.

Check the steering for too much free play or excessive tightness. If there is a steering stem problem remember that a bent shaft will mean replacing the entire assembly. If you replace the ball bearings, never combine new and used parts. Replace the entire bearing assembly if any defect is found.

Tighten nuts and bolts while checking for bends, breaks and dents on the frame and fender. This includes assuring that the seat, windshield and fuel tank are properly secured. It won't hurt to check and tighten engine nuts and bolts now either. And make sure all the lights are operational and the headlight properly aimed.

Take a moment to check the electrical wiring system for loose ends, disconnections and worn insulation.

Probably one of the most neglected items on most bikes is the chain. It must be cleaned frequently, lubricated and properly adjusted if it is to provide a reasonable service life. Yet without it, that engine that we spent the entire part one of Motorcycle Maintenance on won't turn a wheel a single inch (except on those bikes with shafts, of course).

As we are probably all guilty of neglecting our chains, let's do the following steps in unison—especially you. Yeah, you with the Triumph Bonneville!

Disconnect the master link and remove the chain. Immerse the chain (if it isn't already worn out) into a pan of cleaning solvent, allowing it to soak for about half an hour. Now scrub the roller and side plates with a stiff brush and rinse the chain in clean solvent to carry away loosened grit. Hang it up and allow it to dry thoroughly. Now check it for wear or damage. If there's any doubt about its condition, replace it.

OK, before we put it back on the bike and adjust it, lubricate the chain with a good grade of chain lubricant, carefully following the lubricant manufacturer's instructions. Now reinstall it, using a new master link clip installed so that the open end is on the tail of an imaginary arrow pointing in the direction of chain travel. Always give the lubricant a few minutes to soak into the chain before riding the bike. There is no sense in lubricating a chain only to have the fluid thrown off 30 seconds later as the sprockets whip it around.

To adjust the chain, first loosen bolts on both ends of the brake anchor. Loosen the brake adjustment nut several turns. Now loosen the rear axle nut. Then turn the adjuster nuts in or out equally until the adjustment is correct. Sight along the top of the chain from the rear of the bike to check wheel, chain and sprocket alignment. There shouldn't be any bends in the chain.

continued

help with part one

What's wrong, Bunkie? Did you enroll in a correspondence school to become a psychiatrist? And they sent you part one of psychiatry and part two of motorcycle maintenance? Now you can't help people with their split personalities or fix your motorcycle engine? But you sure can cure a Honda that thinks it's an International Harvester combine!

Is that your problem, Bunkie?

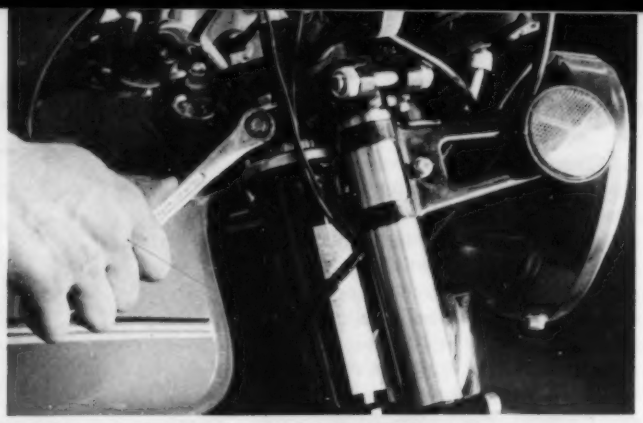
Well, I sure can help you!

If you missed part one of Motorcycle Maintenance and can't find, beg, borrow or steal a copy, here's the best piece of advice contained in part one: Buy a service manual for your make and model of motorcycle. If your dealer doesn't have any for sale, check the ads in most any national motorcycle magazine. You'll find firms that specialize in such publications.

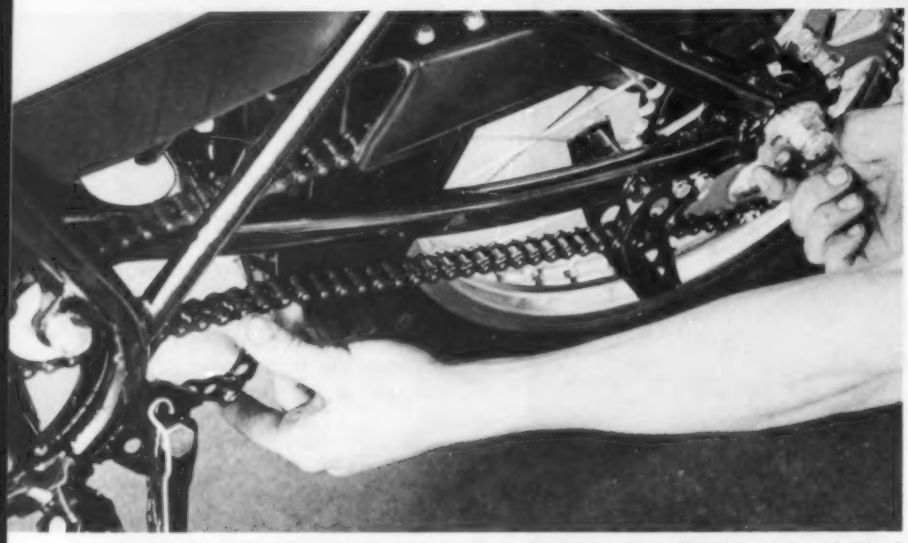
Remember, the service manual is the best tool in your inventory. Worth every penny you pay for it.

Do you feel better, Bunkie?

Always check the steering stops, making sure that none of the cables, wires or hoses can be caught between these two blunt "cutters."



Make sure all nuts and bolts are properly tightened. This is especially true of those on the front fork and steering stem.



From ¾ to one inch of play is necessary in the drive chain. Be sure to move both adjusters equally. Always check the alignment before tightening everything down again.

Now recheck the vertical play, turning the adjuster nuts equally to get it correct. Finally, tighten the locknuts.

All right, one last check list before cranking the engine. Check:

- **Engine oil supply**
- **Transmission oil supply**
- **Clutch oil supply**
- **Clutch adjustment**
- **Valve adjustment**
- **Throttle cable adjustment**
- **Drive chain adjustment**
- **Engine mounting bolts**
- **Ignition timing**

OK, the machine should be safe to operate. But what happens if it breaks down? Well, first of all, most problems give early warning signals. Learning to recognize them can save a lot of trouble. Some of the more common warning signals include:

Troubleshooting seems to center around the spark plugs. Since the electrical system is the weakest link in the three basics required for any engine to run, more problems are electrical than anything else. Besides, as pointed out in part one of Motorcycle Maintenance, the plugs have a story to tell about engine condition. Learn to read them.

- **Excessive noise or vibration.**
- **Loss of shock damping effect.**
- **Sticking or hard-moving parts, particularly brakes, clutch, cables and steering.**
- **Excessive smoke.**
- **Pulling to one side.**
- **Engine hesitation, lack of power or sluggishness.**
- **Gear shifting difficulties.**

"Fine," you say, "but I'm stranded out here 50 miles from the nearest person. I need to be able to find the problem now and get moving again."

You're in luck. Most motorcycle problems are relatively simple to figure out using orderly procedures along with a few basic principles. In other words, don't overlook the obvious.

If you're traveling along and the bike suddenly stops, check to see if you have fuel. If so, is the petcock on? Maybe a spark plug wire fell off. Or, believe it or not, has the weight of the key ring vibrated the key into the "off" position?

A word to the wise: Bikes don't quit because something is slightly out of adjustment. If you start turning screws, you may never get the bike to run right again. Leave the screws for fine tuning a running machine.

Even if you aren't able to locate and solve the problem yourself, being able to recognize and describe symptoms will make a mechanic's job easier.

On the other hand, you don't need fancy equipment or complicated testing rigs to determine if the repairs can be attempted at home. A few minor checks might save a large repair bill. At the same time you must be realistic. Don't attempt repairs that are beyond your abilities. You might cause more

damage than any service department could ever repair. I've seen service managers take one look at "basket" cases and tell the downtrodden backyard grease monkey that he'll think about repairing it once the fumble-fingers who pulled it apart reassembles the pieces.

Three basics are required before any engine will run: a correct gas/air mixture, compression, and a spark at the right time. If one of these three is missing, the engine won't run. Because the electrical system is the weakest link in the pattern, more problems are caused by electrical breakdowns than any other source. Keep that in mind before tinkering with the carburetor.

Generally, lack of compression is apparent because of a history of power loss as well as harder and harder starting.

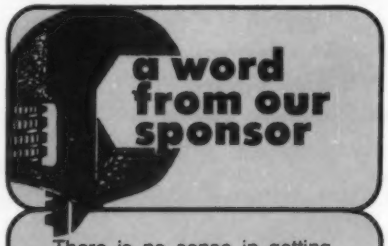
Problem: The bike is difficult to start.

Troubleshooting: Check to see if there's gas in the tank. If so, pull the fuel line off at the carburetor. If gasoline doesn't flow out freely the tap may be shut, blocked with rust, dirt or leaves, or the line kinked.

If there is fuel at the carburetor, turn to the electrical system. Is the battery charged? If that isn't the trick, check the spark plug. After removing the cap, pulling the plug and reinstalling the cap, lay the plug against the head, making a good ground with the plug base. A fat, blue-white spark should jump across the electrodes when the engine is cranked briskly. A weak spark, or none at all, indicates an electrical system problem. Check for a defective spark plug by replacing it with a known good one (not all new plugs are good).

Clearing the plug of blame, start backtracking through the system. Hold the plug wire about ⅛-inch from the head while the engine is being cranked over. Be sure you're holding the wire by the insulation to avoid a nasty shock. Wrap a dirty, greasy or wet wire with a rag to avoid getting shocked. If you get a shock or see sparks along the wire, look further.

If there's no spark at the wire, look for a loose connection at the coil and battery. Next check for oily or dirty points. Now check for a spark at the points. If there is none, there is an ignition system failure and you are going to need a manual with a good troubleshooting section to trace the problem.



a word from our sponsor

There is no sense in getting hurt while maintaining your bike. Especially when just a few seconds of thought will prevent almost all possibility of accident.

Here are a few hints to help get your common sense up to speed and thinking for itself.

- Never use gasoline as a cleaning solvent.
- Never smoke or use a torch near flammables such as cleaning solvent in open containers.
- Never smoke or use a torch near a charging battery.
- When welding or brazing on a bike, remove the fuel tank to at least 50 feet away. (Drain the carburetor(s), too.)
- Use the proper size wrenches when turning nuts and bolts.
- When working on a tight nut or bolt, think what would happen if your hand slipped.
- Keep the working area clean and uncluttered.
- When drilling, grinding or using a chisel, wear safety goggles.
- Never use worn tools.
- Keep a fire extinguisher handy that is rated for gasoline and electrical fires.

Also remember that wrong heat range plugs will contribute to starting problems. Make sure any plug is properly gapped.

Back to "not assuming anything." If you've just ridden through a puddle or just washed the machine, you'd better dry off the plugs and wires.

If there is a good spark at the right time then it's on to the carburetor. Often dirt will cause the float to stick, flooding the carburetor. To temporarily clear the carburetor, rap it with almost any convenient object and crank the engine at full throttle. If you are sure it's the carburetor and you still haven't solved the problem it's disassembly time. After making sure the jets and air passages are clear, check the float level. Make sure the carburetor is mounted snugly so that no air leaks past the manifold. How about that air cleaner? Is it clogged?

Finally, if you need a compression test in the middle of nowhere, turn the kickstarter by hand to see if there is adequate resistance. Or remove the spark plug, place your thumb over the hole and feel for pressure.

Problem: The machine idles poorly.

Troubleshooting: Incorrect carburetor adjustments, incorrect timing and ignition system defects cause poor idling. A couple of other trouble makers are obstructions to the gas cap vent and leaking carburetor mounts.

Problem: The engine is misfiring.

Troubleshooting: Start by checking for dirty or weak plugs. Next look for contaminated fuel. Run the machine in a dark garage or at night to see if the spark isn't leaking along the wire before reaching the plug. If you need to do this test during the day, slowly move a small piece of white note paper between the wire and anything it can short into, watching for the jumping spark to burn a hole into the paper.

If the misfiring occurs only at certain throttle positions, check the manual for carburetor troubleshooting details.

On the other hand, misfiring while accelerating or climbing hills is usually pointing directly to bad plugs.

continued

continued

Don't assume anything. If you have fuel and the bike won't start, is the tap open? If it's a two-stroke engine and you left the petcock on overnight, it may not start because the crankcase is full of raw gasoline. Turn it off when not in use.

Problem: The engine seems to die momentarily when the throttle is opened and then catches on and runs.

Troubleshooting: Check for dirt in the main carburetor jet, water in the fuel or an extreme lean mixture.

Problem: Bike seems to develop less and less power.

Troubleshooting: Check the ignition timing. Other than that, this is the sign that you're losing compression. In other words, it's about time for rings, pistons, a valve job or a complete upper end overhaul.

Problem: The engine backfires.

Troubleshooting: Is the timing advanced too far? Is the fuel contaminated?

Problem: The engine seems to be running too hot all the time.

Troubleshooting: Because most cycle engines are air-cooled, heavy stop-and-go traffic can be murder since little air passes over the fins to keep temperatures down. Riding in too high a gear is also a problem.

Wrong heat range spark plugs tend to burn pistons. An excessively lean mixture may also cause overheating. Compression gases leaking past broken or worn rings heat heads and cylinders excessively.

And, of course, if the oil level is low or too light a grade, overheating will follow.

As your experience with any machine grows, your "troubleshooting" ability will also increase. Using orderly procedures along with the basic principles will usually make most motorcycle problems easy to solve. However, they are not the final answer. Sometimes the solution is in the owner's or service manual. However, for the more difficult puzzles a dealer's service shop will have to be consulted. Here again your growing troubleshooting expertise will contribute to the details you describe to the service people about conditions and circumstances under which the problem occurred.

Having done your own maintenance, or at least knowing how it is done, and being responsible and mature enough to recognize mechanical problems, you're well on your way to safer cycling. Enjoy.

DRIVER wishes to thank Bob Amarak of Dale's Modern Cycle, San Bernardino, Calif., for his assistance in the preparation of this article.

Staring at it won't get you back on the road. Use orderly methods with basic principles and you'll find most motorcycle troubles are relatively simple to figure out.

do it yourself service

Every bike requires regular service and lubrication. There are a number of jobs that you can do yourself. Your owner's manual will tell you when (at how many miles) these are required. But remember that when you ride at sustained high speeds or under adverse conditions, service is required more often. This is especially true in case of dumping the bike or a collision. In the latter cases you'll probably want the dealer or an expert to examine the machine.

Although most of the regular service was covered in part one, here's a quick review of the items and service necessary for safe cycling.

Quickie quiz

You were promised a test, right? Well, here it is, in the form of a learning tool. The answers immediately follow the questions to help reinforce the correct response.

1. What's the most important tool in your work shop?

a. The telephone for calling for "help."
b. The bike's service manual.
c. An extra large hammer.
d. The six-pack for afterwards.

Answer: The service manual for the make and model machine you're working on is probably the best tool you'll ever have.

2. Why isn't gasoline a good cleaning solvent? _____

Answer: If we have to help you fill in the blank above on why gasoline is a "no-no" as a cleaning solvent, then we want you to turn in your Backyard Mechanic non-union card and go watch television before you hurt somebody. You are FIRED!

3. According to the author, the most neglected item on most bikes is:

a. The owner b. The payments c. The chain d. The license plate

Answer: The chain, although all the others seem to heap much abuse.

4. The bike won't start. What's the first thing to check?

a. The time (to see if you have two days to get it to a shop for repairs).
b. The garage, to see if the spouse left with the car yet.
c. The timing.
d. The tank, to see if there's any fuel.

Answer: Never assume anything when troubleshooting. Make sure you have fuel first.

5. Having read parts one and two of Motorcycle Maintenance I am now:

a. An Expert motorcycle mechanic.
b. Ready to buy a car instead.
c. Better qualified than Bart Markel or Roger Reiman as a professional racing mechanic.
d. Sure that to ASSUME in motorcycle troubleshooting means: All Stops Suddenly; Unsatisfactory Motorcycle Experience.
e. None of the above.

Answer: E. Motorcycle maintenance is a learning experience that requires your participation, not just a reading exercise.

- Engine Oil—Change.
- Oil Filter—Clean or replace.
- Spark Plugs—Clean, adjust or replace.
- Air Cleaner—Clean or replace.
- Carburetor—Clean and adjust.
- Fuel Tank and Fuel Lines—Check and clean.
- Fuel Valve Strainer—Check and clean.
- Clutch—Check or adjust.
- Brakes—Adjust play; check or replace shoes and/or pads.
- Front Fork Oil—Check and change.
- Kickstand Spring—Check.
- Oil Pump—Check operation, adjust.
- Exhaust Pipe and muffler—Remove carbon and tighten clamps.

LETTERS to the EDITOR — BACKfire

THE RIGHT TOOLS/PARTS

Concerning the "Backyard Mechanic" article in your September issue, it's good to see the good ol' basics covered again. There were a few points which were not covered, however, which may be of interest to the do-it-yourselfer.

Before *any* repair job is undertaken, I ALWAYS try to find (either borrow, buy, beg or check-out the public library) an informative repair manual covering the machinery I'm about to tackle. Reading about the particular repair job will tell me what, if any, special tools I'm going to need (and may not have) to complete the job completely and safely. A good instance is when dealing with bolts that must be torqued. After your inventory of tools reveals that you do indeed need a special tool not in your toolbox, let your fingers do the walking and call some of the Rent-All places and/or auto parts stores. A growing number of retail stores will rent, for a nominal fee, that slide-hammer, seal puller or torque wrench which most of us never seem to have when the need arises, or the cost to buy is such that it's not really a good investment.

Now a couple of tips on buying parts for your ride. First and foremost, deal with a parts house you know you can trust and stick with them as much as possible. Get to know first names (both ways), and if you do have to special-order a part, don't feel offended when asked for a deposit. *KNOW YOUR VEHICLE*. Don't make parts selection a guessing game. You're wasting time, money and patience. Some of the questions your friendly counterman is going to ask are: *Year of Manufacture* (1971, etc.), *MAKE* (Ford, Datsun, etc.), *Model* (Torino, F-100, B210), *ENGINE SIZE* (302 V-8, 200-6 cyl., 2800cc). All of this you must know in order for the parts person to serve you quickly, efficiently and most of all, correctly. Also be aware of specifics, such as Power Disc Brakes, Automatic Trans., four-barrel carburetor, long-wheel base (trucks), four-wheel drive, etc. Don't expect that smiling face behind the counter to know more about your vehicle than you. If you're sending a friend, wife, girlfriend, brother or stranger to buy your parts, WRITE ALL pertinent information on paper to accompany your parts runner. Last, but certainly not least, if you call first, and get P&A (price & availability) on parts, before you hang up ask the parts person the PART NUMBER(S) and *write them down*. He will thank you for it when you come to purchase the part, and cut down your waiting time by 75%. You'll both be happier for it.

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Box 90 Naval Air Station
Jacksonville, FL 32212

DOUBLE JEOPARDY

How can you say (page 19, September '79 article about suspending or revoking base driving privileges) that the person is not placed in double jeopardy? The purpose of the article was to describe the double jeopardy. The author, Al Tomas, said the program of double jeopardy "has been found to be legally sound" and "the person isn't placed in jeopardy twice for the same offense (civilian and/or military court)." This is false. The program is totally illegal. What the courts found was this: The illegal program will be allowed to stand because the constitutional protection against double jeopardy must yield to the "higher" principle of a commander's power over his/her men/women.

Roy Zorn
Omaha, NE

We assume by "double jeopardy" you refer to the fact that if a person's license has been suspended by the state, the suspension also applies on base. That is no more double jeopardy than is the fact that if your license is suspended or revoked in one state you can't use it to drive legally in another state. The Suspension Program is driver-improvement-oriented. Suspension usually occurs only after counseling, remedial driver training or rehabilitation have failed.

CARBON MONOXIDE POISONING

Just read your "Timely Topics" on carbon monoxide poisoning (July '79 DRIVER). Having lost a good friend this way, I feel compelled to add a word of caution.

My friend was making some minor engine adjustments to his El Camino. He had propped the garage door open. The door had an integral device to hold it open part way. It failed and the door closed, unbeknownst to my friend.

The lesson is, if anyone is going to do repairs in the garage, he/she had better be very sure the device holding the door open is "fail safe." Better yet, assume there is no such thing as fail safe and do the repairs with the door *all the way up*. Better still, since even in a wide open garage the concentration of CO can be quite high and unhealthy, do the repairs outside.

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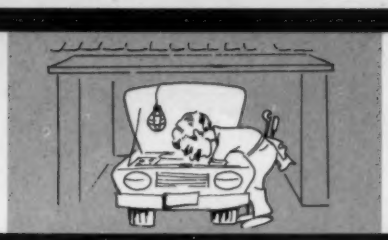
Elgin, IL 60120

SAFE BICYCLING

The September '79 issue of DRIVER carried a long-overdue article on wrong-way cycling, excerpted from a BICYCLING! magazine article. Military members of the League of American Wheelmen, like myself, will be delighted to see more information on correct cycling coming from DOD's premier safety education vehicle. That you used John Schubert's excellent article speaks highly for your choice of sources; there is much "bum dope" out these days.

Some of that "bum dope" was at the end of your article. Your tacking the faulty figures from the National Electronic Surveillance System (NESS) of the CPSC on the end of the Schubert article is disappointing and misleading.

The NESS report is wrong in assert-



ing that "bicycling is the most dangerous athletic activity in America." Your readers should know that:

1. The NESS is mainly a collection of hospital emergency room reports. Classification is weak: a child on a skateboard hit by a car becomes part of the police/highway safety reporting system(s) as a pedestrian/car collision case. The skateboard is apparently forgotten.

2. The "athletic activity" end of the bicycle spectrum is actually quite safe. Most racing sanctioning authorities require helmets and proper cycling clothing, and the riders are more skillful than the children and inexperienced adults who account for most injuries.

3. The same Ken Cross study you quoted partially goes on to show that improper bicycle operation is more typical of juvenile riders; your readers are mostly adults who are more serious, and more receptive to safety education efforts like your magazine.

4. Unfortunately, CPSC's charter did not allow it to compare the bicycle injury figures with those of the automobile and motorcycle/moped, so the bicycle appeared as the most dangerous "consumer product" instead of the safest vehicle on America's roads, which it is. There are no other "consumer products" in the traffic mix.

We all need to share the road to use it safely. Thank you for running the article. I hope you will continue to focus frequently on safe bicycling for the increased safety of cyclists and motorists alike.

LCDR J.T. Hine, Jr, USN
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Honolulu, HI 96818

DRIVE SAFE ADDENDUM

As Squadron Safety Officer, my office is the distribution point for DRIVER Magazine. The constant requests received for additional and back copies indicates the strong interest your fine magazine generates within this command. It also points out the fact that the limited number of copies we receive disappear before all hands can read them. In an attempt to overcome the problem, I have made DRIVER the primary source of information for our motor vehicle safety program.

My vehicle (no pun intended) for doing this is a bi-weekly addendum to the Squadron's Plan-of-the-Day. Response has been quite favorable and I would like to pass along some suggestions for other units who have experienced the same distribution problems and wish to publish their own Drive Safe addendum.

I'll start with the cardinal rule—keep it short! I've found that too much information is not read, and therefore I do not exceed one page of print. After the first addendum, I had many suggestions regarding context and what evolved was a four-section format: motorcycle safety, a hypothetical accident situation similar to "How It Happens," excerpts from the "Timely Topics" department, and a condensed feature article from a past issue.

One final remark. Those past features brought many requests for old "Backyard Mechanic" articles. The demand was so great that I ran off some copies and posted them around the squadron. Does anyone have a solution for the disappearing Backyard Mechanic?

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Good ideas. As to the "Backyard Mechanic," we have published two volumes of these articles from past issues and offered them free to active-duty military members. Our supply of Volume I is depleted. We still have a few copies of Volume II and we will send them (one copy to a reader) on receipt of a postcard with name, rank, and address. Both volumes can be purchased from the Consumer Information Center, Pueblo, CO 81009. The cost per copy for Volume I is $1.25; Volume II, $1.60.

ANY TRIALS RIDERS?

I am presently in the Air Force stationed in England and have ridden trials for a few years. I have thought of forming a trials riding team.

From DRIVER Magazine I would like to put out a feeler. Are there any other trials riders interested? Does anyone know of a similar team of riders trying to form or of someone trying in the past?

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CYCLE MISHAP STATS

I read with interest your article "California Study Probes Causes of Motorcycle Crashes" (Oct '79). Two of the causes which really caught my eye were motor vehicles turning left into the path of cycles and the deficiencies in the cycle braking system.

I feel that one of the greatest contributing factors to cycle mishap stats—one which was not addressed and may not be readily apparent as a contributing factor—is the cycle rider who practices tailgating and vehicle weaving at speeds higher than those posted. I have witnessed a couple of accidents and a lot of "near misses" resulting from this practice. Many times vehicles turning left are unable to see the cycle due to the tailgating and high speed tactics until the left turn has been initiated.

I also feel that of the 53 percent which had no crash expectation prior to involvement, many of those would simply not have time to react due to their proximity to the vehicle in front and time and distance stopping requirements.

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